

## The Dustless Home

A True Story of the "SANTO" Vacuum Cleaner

The dust and dirt in your home is a menace to every member of the family. It matters not how careful you may be to have your house absolutely clean and sanitary, you can never realize your ideal until you eliminate every particle of dust and dirt.

Ask your physician about it. The poisonous dust is brought in from the streets by members of your family—on their shoes and in their clothing. It finds lodgment in the carpets and rugs, so when you clean with the broom the air is filled with germs.

The danger is always present, though you cannot see it. The air is poisoned. People breathe it and become infected; children playing on the floor are in constant danger, particularly so when there are contagious diseases in the neighborhood. The eminent medical gentlemen of the International Tuberculosis Congress declare most emphatically that consumption is a floor disease.

Give careful attention to each of the above statements. Then you will realize as never before how necessary it is for you to make your home a dustless home.

**THE SANTO VACUUM CLEANER** positively eliminates the dust and dirt and with it all disease germs, as well as moths and other insects.

A **SANTO VACUUM CLEANER** will make your home sweet, pure, clean and safe.

Practical demonstrations daily at our temporary location, 218 South Stanton street. We want every lady in town to see them operate.

Descriptive booklets mailed to out-of-town customers on application.

**Hoyt Furniture Co.**

Temporary location, 218 South Stanton Street.

## STRIKE OF FIREMEN MIGHT EXTEND TO EL PASO LINES

The general strike of firemen west of the Mississippi river will, it is said, affect all firemen running into El Paso, if it is called.

The proposed strike has been generally discussed in El Paso today. It is stated that Hugh Shields, a Southwestern passenger engineer, is in Chicago representing the local Brotherhood of Firemen, and that he has been there for several weeks.

The superintendents of the operating departments of the various railroads entering El Paso have but little to say concerning the proposed strike.

### SUMMER TOURIST RATES TO BE EFFECTIVE JUNE 1

F. C. Francis, of the Southwestern Atlantic Rate Meeting of 16 Roads in St. Louis.

Summer tourist rates from west Texas and adjacent territory to all eastern and southeastern resorts will go into effect on the Southwestern on June 1, according to F. C. Francis, chief clerk to Eugene Fox, general passenger and freight agent of the road. Mr. Francis has just returned from the annual summer tourists rate meeting, which was held in St. Louis.

The tourist tickets, which will be on sale daily from June 1, will be honored for return passage until October 31. The rates decided upon at the meeting are practically the same as those in effect last season, which is one and one-third fare for the round trip. The rate to a number of southeastern points, principally in Tennessee and Virginia, will be

\$2 less than the one and one-third fare.

The meeting at St. Louis was attended by the representatives of 16 western roads, whose territory embraces practically all that west of the Mississippi and south of the main line of the Santa Fe to the coast.

**ENGINE OUT OF SHOP.**

No. 302, a G. H. freight engine, which has been undergoing general repairs in the shops, will be ready for service tomorrow.

**MILLS NAMES DELEGATES TO CHARITY CONGRESS**

Governor Amos Prochman March 18 as arbor day in New Mexico—Honors Regulation.

Santa Fe, N. M., March 15.—Governor Mills has appointed the following delegates to the National conference of Charities and Corrections in May at St. Louis: Rev. S. Magill, Raton; Rev. Norman Skinner, Las Vegas; J. E. Wood, Santa Fe; Mrs. H. B. Holt, of Las Cruces; and Mrs. L. M. Disney, of Fort Sumner.

Governor Mills has issued a proclamation setting March 18 to be arbor day for the territory.

The requisition of governor Haskell of Oklahoma, for R. Tucker in jail at Etowah, was honored by governor Mills. Tucker was sentenced to four years in the penitentiary and pending an appeal came to New Mexico where he has been indicted. Not perfecting his appeal, the supreme court of Oklahoma affirmed his sentence and he will be first taken to Oklahoma to serve his sentence before he is tried in New Mexico.

N. J. Goldsmith has been appointed a clerk in the office of territorial secretary Nathan Jaffa.

**ROBINSON SAYS HE HAS NOT VETOED ORDINANCE.**

Council Meets to Settle Opening of San Antonio Street Through to Union Station.

Probably the matter of the San Antonio street opening will be settled when the city council meets this afternoon at 4 o'clock. A meeting was held this morning, but no action was taken and it is expected to make a final settlement this afternoon.

Acting mayor Robinson said this morning: "I have not as yet vetoed the ordinance ordering the opening of San Antonio street and cannot say whether or not I will veto it; the matter is still in abeyance. The whole trouble is that there are three deeds which have not been received, the owners failing to secure releases, though they are ready to make the deeds."

**Iching Eruptions Quickly Cured**

Just a few drops of oil of wintergreen properly compounded in the thymol, glycerine, etc., and applied to the skin will take away instantly the worst kind of an itch. We positively know this.

The D. D. D. Prescription made at the D. D. D. Laboratories of Chicago, seems to be just the right compound. It sells regularly at one dollar a bottle, but we have secured a limited number of special bottles for a trial at 25 cents on a special offer, and advise you to take advantage of this offer now. We do not know how long the Laboratories in Chicago will continue the 25 cent offer.

We know you can take away that itch tonight.

Kelly & Pollard, Sheldon Hotel.

## RAILROAD NEWS. RAILROAD NEWS. MANY LINES OF RAILROAD ARE BUILDING IN TEXAS AT THE PRESENT TIME

Activity of the Santa Fe Makes Many of the Other Roads Begin to Feel Uneasy—Large Number of Independent Roads Are Building in Different Parts of The State of Texas.

Austin, Tex., March 15.—More railroad building is now in progress in Texas than at any time before in the history of the state. Most of the new lines now under construction and in the prospective stage, are in western and southwestern Texas. In this railroad building work, the Santa Fe is far in the lead of the other older systems. Its new extensions, now under contract, and partly finished, aggregating about seven hundred miles. Its most important new line is the Coleman-Texico cut-off, to run between Coleman and Texico, 210 miles, which is a new and direct connection will be made between its existing transcontinental division in New Mexico, and the Gulf division. It is stated that this cut-off will shorten the distance between Galveston and San Francisco 200 miles under the Southern Pacific, which is now the shortest route. The Santa Fe is literally gridironing many parts of western Texas, with its several branch lines. It is penetrating remote parts of that broad scope of territory where farming development is now in progress.

**Santa Fe Sets the Pace.** The activity of the Santa Fe in invading the virgin region where railroad transportation facilities are so badly needed is causing other older systems of railway to become aroused to the fact that they must do extensive railroad building on their own account in order to protect their territory and traffic interests.

One of the most important of the recent announcements is that the Rock Island will use a big part of the proceeds from its recent \$11,000,000 bond sale to build an extension of its Graham branch across the lower Panhandle and Eastern N. W. Mexico to Roswell, about 325 miles. The survey for the proposed extension is said to have been made and as no serious construction difficulties are to be encountered, it is expected that the building work will be carried on rapidly.

**Rock Island Work.**

The Kansas City, Mexico & Orient expects to have the construction of its main line extension, southwest from San Antonio to the proposed crossing of the Rio Grande near Presidio Del Norte, well advanced before the end of the year. It is reported that the branch line that is to be built south from San Antonio to a connection with the National Railways of Mexico at Alamo, by way of Del Rio, has just been started, and that its building will be carried on simultaneously with that of the main line link.

The Quannah, Acme & Pacific is another ambitious project that is said to have ample financial backing to carry it to fulfillment. This road is now finished and in operation from Quannah to Paducah. It was promoted by a syndicate of St. Louis, Mo., men, headed by Sam Lucas, who is building with B. F. Yoakum in the acquisition of the St. Louis, Brownsville & Mexico railroad.

**Road to El Paso.** Mr. Lazarus owns a big ranch in the territory to be penetrated by the Quannah, Acme & Pacific. It is stated that arrangements have been made for extending this line from Paducah to El Paso, about 375 miles. A southwestern route will be followed, crossing the Rio Grande near Presidio Del Norte, through a corner of New Mexico. The survey for this proposed extension has been made and was recently sent to the fiscal agents in St. Louis, Mo., for approval. R. D. Yoakum, brother of B. F. Yoakum, is in charge of the project. It connects with the Frisco system at Quannah and this fact and other circumstances connected with the building of the road, leads to the belief that it is to be closely affiliated with that in Texas, both as to ownership and operation.

It is learned that the Wichita Falls & Wellington railroad that was recently granted a charter by the secretary of state, with principal office at Wichita Falls, is to really be an extension of the Wichita Falls & Northwestern, and will run from Frederick, Okla., to Wellington, Texas, in the upper Panhandle, about 100 miles. The Wichita Falls & Northwestern belongs to a system of railroads that is the property of a Kemp of Wichita Falls and associates.

**Seymour to San Antonio.** The Texas North & South Railway company is getting its plans in shape to build about 350 miles of road. The projected line is to run from Seymour, Texas, to San Antonio. It will connect the coal fields of North Central Texas with the Llano iron ore fields. The principal office of the company is at Seymour, Texas.

The Pecos Valley Southern is a 50 mile line that is to run from Pecos, on the Texas & Pacific, to the Davis mountains, with either Marfa or Alpine, on the Southern Pacific, as its ultimate terminus. The route of this proposed road is up the valley of Toyahvale Creek which is the scene of extensive irrigation and agricultural development. The grading contract for the line has been let, and it will be rushed to completion, it is announced.

The people of Weatherford subscribed a bonus of \$50,000 in aid of the construction of the Chicago, Weatherford & Brazos Valley railroad. The first link of this road will be built between Bridgeport, Texas, and Weatherford, about 20 miles.

**The Brownwood Southern.** The route of the Brownwood Southern railroad, that was recently chartered, runs from Brownwood southwest to a point on the Colorado river, about 40 miles. It is planned, however, to ultimately extend the line to San Antonio. R. A. Love, of Kansas City, Mo., is the chief promoter of this project.

The Texas Central railroad, which is one of the most conservative and profitable of the older lines, is keeping up its record of extension building. It expects to finish its new branch line, now under construction from Croft, Leon, Comanche county, west to Cross Plains, Callahan county, 55 miles, by September 1. It will also complete the extension of its main line from Rotan to Gall, Borden county, about 60 miles, during the present year. This road is largely owned by a syndicate of Stamford, Conn. men.

The Stamford & Northwestern expects to have its extension finished to Dickens, about 50 miles northwest of Aspermont, sometime this year. This line will penetrate a territory that is undergoing rapid settlement by farmers.

The completion of the Wichita Falls & Southern's extension from New Castle

to Cisco, 70 miles, will be accomplished during the present year. This road belongs to the system that is owned by the Kemp of Wichita Falls and associates.

**Scurry County Road.** The Roscoe, Snyder & Pacific recently finished building an extension of its line to Fluvanna from Snyder, Scurry county, and is said to have an additional extension in contemplation. The new cut-off line of the Santa Fe will closely parallel this road and this has caused the latter's building plans to be changed, it is stated.

Grading is in progress on the branch line of the Frisco that is to run from Brady to Menardville, about 30 miles. It is reported that this line will be continued to a connection with the Southern Pacific, probably at Del Rio. Nothing definite is known as to when the Frisco will begin the work of extending its line south from Brady to San Antonio. It is stated that engineers recently went over the latter route, and that the survey is finished.

**Frisco Extension.** The Frisco will soon begin the construction of the proposed extension of the Harrington branch of its St. Louis, Brownsville & Mexico line from San Antonio to Roma, 45 miles. This extension will be up the valley of the Rio Grande. B. F. Yoakum is now a part owner of the San Antonio & Rio Grande railroad that runs from San Juan, on the Harrington branch of the St. Louis, Brownsville & Mexico, to Chapin, 12 miles. This road is to be extended north to Falfurrias, 70 miles, according to recent report. It is stated that the cross-ties and other material for the proposed extension have been purchased.

The Rock Island has practically finished its cut-off line running between Amarillo and Tucuman, N. M., 110 miles. This road is really an extension of its Choctaw line, and when in operation it will greatly reduce the distance between points west of Amarillo and in the southwest generally and Memphis, as well as intermediate points reached by the Choctaw and its connections.

**A Short Line.**

The Uvalde & Crystal City railroad is being extended to Carrizo Springs, which will give it a total length of about 60 miles. It is said that the line will be built to some point on the Santa Fe, but no definite announcement has been made in regard to the future plans.

The Enid, Ochiltree & Western will have a total length of about 260 miles. It is now being built from Enid, Okla., crossing the upper Panhandle. An amendment of the charter of the road was recently filed, providing for the extension to be built from Ochiltree east to Enid about 150 miles.

The Bartlett-Florence railway, running between Bartlett and Florence, 23 miles, is nearly finished. The route is through a rich farming country. The Bartlett-Florence railway, running between Bartlett and Florence, 23 miles, is nearly finished. The route is through a rich farming country.

**Another Road for San Antonio.** The Abilene & Southern, that now runs between Abilene and Ballinger, is to be extended from the latter place to San Antonio, about 35 miles.

Arrangements are said to have been made for the building of the Coleman, Llano & Southern railroad, that is projected to run from Coleman south to Brady, 45 miles.

The Temple & Northwestern railway was recently let. This road is to run between Temple and Hamilton, by way of Gatesville, 90 miles.

A terminal system of railway will be built at Aransas Pass by the Aransas Pass Terminal railroad company.

An extension of the Artesian Belt railroad is being built from its present southern terminus towards the Rio Grande. This road connects with the Southern Pacific at Madonna, near San Antonio.

**Quannah & Gulf.** The Quannah & Gulf railroad of which L. E. Walker is president, is projected to run from Quannah southeast to Cleburne, a distance of about 175 miles. Arrangements looking to the early building of this proposed line have been in progress for some time.

Financial arrangements are said to have been made for the building of the Ft. Worth, Mineral Wells & Western railroad. This line is projected to run between Fort Worth and Roswell, N. M., about 500 miles.

Bonuses are being raised in a number of towns in the Panhandle in aid of the proposed Denver & Gulf that is being built between Denver, Col., and Dallas. It is stated that this road will be as near an air line as possible. It will traverse a big stretch of territory in Texas.

All of these projected roads have for their territory the western half of the state. A number of railroad enterprises are on foot in the eastern half of Texas, but it is in what was formerly an exclusively ranch region where most of the construction operations are now in progress.

## Stomach Feels Fine

One or Two Mi-o-na Tablets Will Drive Distress from Stomach in 5 Minutes.

Get a 50 cent box of Mi-o-na tablets today and learn for yourself how easy it is to put your out of order stomach in perfect condition.

Mi-o-na stomach tablets give instant relief and do more.

They build up the stomach so quickly that in a few days belching, sourness, heartburn, heaviness, biliousness, headache and dizziness will entirely disappear.

Mi-o-na stomach tablets are guaranteed by Kelly & Pollard to cure indigestion and all stomach ills or money back.

"I have been troubled with my stomach for two years. I tried everything I heard of. I saw advertisement in the paper for Mi-o-na stomach tablets, so I got a box to try them. They did me more than \$25.00 worth of good. They are the best in the world."—Dennis Stephen, Coulterport, Pa., Feb. 1, 1910.

Fifty cents for a large box of Mi-o-na at drugists everywhere, and at Kelly & Pollard's, who guarantee them.

Booth's Pills for constipation; they are sure to please, 25c.

**THIS ROAD IS USING STEEL CARS**

Agent of Pennsylvania System Tells of Advance in Transportation.

R. B. Jones, traveling passenger agent of the Pennsylvania lines, is here from Denver. Mr. Jones's territory only covers Mexico, New Mexico, Colorado, Arizona and west Texas—that's all—he lives up to his title and is a real traveling agent.

Mr. Jones makes the announcement that Pennsylvania trains 20 and 14, east-bound, and trains 21 and 7, west-bound, are now equipped with steel combined baggage-smoking cars and steel women's coaches, running daily between St. Louis and New York. In this connection it is interesting to know the advancement that has been made in passenger equipment during the last three years. Mr. Jones says:

"The Pennsylvania Railroad company owns the largest steel passenger car equipment of any railroad in the world. Cars just completed and in service, and those in course of construction, total 430 all steel passenger cars. It is the purpose of the Pennsylvania railroad to start the operation of all steel cars on its through passenger trains. The Pennsylvania railroad announces that in future all passenger equipment would be built of steel; not only steel frame, but steel and non-collapse in every particular. The steel frame will not be affected by fire. It will have an inside lining which should be absolutely unburnable, and at the same time one that would not conduct heat or sound.

The Pennsylvania railroad in November 1906, ordered 100 all steel passenger cars. Since that time additional orders have been placed, and these are now in service on the company's lines. 245 coaches, 10 dining cars, 21 combination passenger and baggage cars, 23 baggage cars, 18 postal cars, and one company car, a total of 324. In course of construction there are 140 coaches, 45 dining cars, 45 combination passenger and baggage cars, four baggage cars, 42 postal cars, 27 mail storage cars, and 11 baggage and mail cars.

The Pullman company, at the instance of the Pennsylvania railroad, has for the past four years been at work designing all steel parlor and sleeping cars. Some 500 such cars are shortly to be completed and placed in service on Pennsylvania railroads. The Pennsylvania railroad will soon have in service about 900 passenger cars, and 500 steel Pullman cars."

**FREIGHT DETOURED THROUGH EL PASO**

S. P. Handles Twelve Trains Delayed on Northern Routes.

The dispatching, through El Paso, of 12 trainsloads of de-toured freight was the feat performed by G. H. officials. The majority of the cars had been tied up by traffic interruptions in the north-western part of the state. Included in the trains were 101 cars of oranges, which were shipped from California, and consigned to eastern points over northern roads. After being tied up by delays in the Panhandle, the cars were back to California and routed by the S. P. to El Paso. From here part of the shipments were sent out over the G. H. Several of the trains, however, went out over the Southwestern for the east.

A number of cars of oriental dates for the goods consigned to them have been made by eastern merchants for the past two weeks.

Some of the cars of oranges were inspected in El Paso, and the fruit was found to be in good condition, notwithstanding the fact that the shipments have been on the road for several weeks.

The de-toured shipments were handled on record time by the G. H., in addition to its regular trains. Practically all the day employees at the G. H. freight warehouse were called upon to assist in routing the trains from El Paso.

**GIANT MALLET WEIGHS 134 TONS**

Tender Is Disconnected to Get Engine in Round-house Stall.

A locomotive and tender so long that it cannot be run under cover to one stall of an ordinary engine roundhouse is a condition that seldom prevents itself, but that is the status of affairs at the G. H. roundhouse since the arrival of the big Mallet, No. 950, which pulls into El Paso Saturday morning.

Coupled together, the locomotive and tender are 87 feet long. The ordinary tender in the roundhouse is long enough only for the engine. The tender has been detached and run into another stall.

A number of railway men, others who are interested in machinery, and more who have read about the large engine, visited the G. H. roundhouse Sunday and spent considerable time inspecting it.

A majority were truly amazed, and many conjectures were made as to its weight, which is 134 1/2 tons.

The locomotive arrived in El Paso with its steam pipes leaking and considerable repair work has been necessary. It is to be used for freight service on the El Paso division of the G. H., and is thought it will be ready to start out on the return trip to Del Rio tonight.



**The Popular**  
DRY GOODS, CO., INC.

railroad line of the Mexico & Colorado company, which was organized about a year ago in this county, has been bought by the El Paso & Southwestern Railroad company. The transaction involves half a million dollars.

This is the Courtland-Douglas line, which was built by the Southwestern system. The formal taking over of the road is merely to keep it all under the name of the Southwestern. It has been owned by the Southwestern all the time.

**OFFICIAL VACANCY FILLED BY THE ARIZONA EASTERN**

Tucson, Ariz., March 15.—Announcements have been made of the election of a secretary, and also a treasurer and purchasing agent for the Arizona Eastern and the Southern Pacific company of Mexico, generally known as the Randolph lines. Gibson Taylor, who has been connected with these companies for more than a year, as attorney, in the office of the president, has been elected secretary of the various affiliated companies. P. J. Archer, chief clerk to Mr. Randolph for the past three years, has been elected treasurer and purchasing agent.

These selections were made at a recent meeting of the board of directors, and were made to fill the vacancies caused by the resignation of Charles E. Walker, who retired from the service of the railroad companies to become assistant to the president of the Consolidated National bank of this city. The appointments are effective today.

**S. P. PAY CAR TO LEAVE EL PASO ON MARCH 20**

The schedule of the supply train and pay car on the Tucson division of the Southern Pacific for March, has been issued by W. H. Whalen, superintendent. The train leaves El Paso at 5:30 a. m. Sunday morning, March 20, running to Tucson; March 21, Tucson to Gila; March 22, Gila to Yuma.

Checks for trainmen between El Paso and Lordsburg may be obtained from the chief dispatcher in El Paso on March 15. Trainmen making headquarters at Benson will be paid on March 18. Nogales branch employees will be paid from train 40, leaving Benson March 21.

Train running out of Tucson may obtain their checks from 10 to 11:30 a. m. and 1:30 to 4 p. m., on March 15, and regular office hours thereafter until April 10.

**RATE INCREASED ON ALL FOREIGN FREIGHT CARS**

Under an amended order, the per diem rate on all foreign freight cars held on the Southwestern has been increased from 25 cents to 30 cents per day during the months of March, April, May, June and July, and 35 cents per day for the remainder of the year.

The immediate return of all foreign cars on the Southwestern is urged in the bulletin, announcing the increase, which was issued by F. B. King, superintendent of the western division.

**FORMER C. M. & S. P. OFFICIAL IS GUEST OF W. R. MARTIN**

W. J. Underwood, of Chicago, is visiting in El Paso with W. R. Martin, superintendent at the union station. Mr. Underwood, for 20 years, was general manager of the Chicago, Milwaukee and St. Paul road. His health compelled his resignation. He and Mr. Martin expect to leave in a few days for Chihuahua. Mr. Underwood may remain there for several weeks.

**TWO MALLORY LIVERS WITHDRAWN FOR SUMMER**

The Mallory steamship line, through the S. P. offices in El Paso, has announced the withdrawal of its two Mallory steamships for the summer season.

## Sale of Tailor-made Suits On Wednesday

FOLLOWING up this store's policy of the "best values," we offer for Wednesday's sale an attractive lot of Tailored Suits at a price that scarcely hints of the real worth of the garments.

Sixty-five Coat Suits, in the prevailing Russian Blouse and Plain Coat styles; new Spring models, new materials, and all the fashionable colors. Values up to \$29.50 are included in this splendid lot, at

**\$19.85**

**The Popular**  
DRY GOODS, CO., INC.

nounced the withdrawal for the summer of the ships Brazos and San Jacinto. They have been plying between New Orleans and New York.

**OFFICIALS OF NATIONAL LINES HERE TODAY**

A. Clark, general manager, and C. W. Fish, general freight agent of the National Railways of Mexico, both of Mexico City, arrived in El Paso this morning in Mr. Clark's private car. They were accompanied by D. F. Bucher, division superintendent of the road, with headquarters at Chihuahua.

**NEW OFFICES FOR G. H. MEN.**

New offices directly south across the G. H. tracks from the Stanton street station, are being fitted for roadmaster Kelley and O. Taylor of the bridge building department. The offices vacated by Mr. Kelley and Mr. Taylor will be occupied by C. H. Morrill, resident engineer for the G. H.

**OUT WITH PAY CAR.**

Paymaster A. P. Averill, of the Southwestern, returns tonight from a trip over the western division to Douglas. He leaves tomorrow morning over the eastern division to deliver the monthly pay checks to the men employed east of El Paso.

**OFFICIALS TO MEET.**

A "get together" meeting of Southwestern officials and employees has been called by F. B. King, superintendent of the western division. The meetings will be held in Mr. King's office on the third Monday of each month.

**HERE IN PRIVATE CAR.**

J. A. Edison, president of the Kansas City Southern, arrived this morning in his private car, Generalissimo, for a visit in El Paso with Mrs. Edison and their daughter, who is a patient at Hotel Dieu.

**CHANGE STATION NAME.**

The railway station formerly named Atkins, established between Douglas, El Paso and Lordsburg, will hereafter be known as Quincy.

**RAILROAD NEWS NOTES.**

Water service has been extended to the small grass plots near the Stanton street station of the G. H.

**ABOUT RAILROAD PEOPLE.**

W. C. Osborn, chief counsel for the Southwestern, left this morning in the San Pedro, manager Shumway's private car, for Dawson.

E. C. Cunningham, formerly stock-treatment of the Southern Pacific at Culiacan, Sinaloa, Mexico, has accepted a position under A. L. Hawley in the auditing department of the Southwestern. Mr. Cunningham is a well known railroad man, having been connected with the S. P. for a number of years.

Mrs. C. S. Fee, wife of passenger traffic manager Fee of the S. P., and daughter, arrived this morning in Mr. Fee's private car, Sunset. Mr. Fee is expected to arrive from Chicago this afternoon on the Golden State limited. He and his family leave tonight for their home in San Francisco.

Operator E. J. Bell, who has been working in El Paso, has been returned to Valentine.

Relief agent Harry Bannister leaves tonight for Del Rio, where he will hold the desk of dispatcher Winans for several days.

Miss Doucette Rayner, daughter of Hamilton Rayner, a G. H. employe, residing at 513 North Stanton street, is confined to her home as a result of an attack of measles.

Will Sawyer, clerk at the G. H. freight warehouse, has been ill for several days.

## Not in any Milk Trust

The Original and Genuine

**HORLICK'S MALTED MILK**

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